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PORT OF MANCHESTER

ANNUAL REPORT

OF THE

Medical Officer of Health

TO THE

PORT HEALTH AUTHORITY

1966



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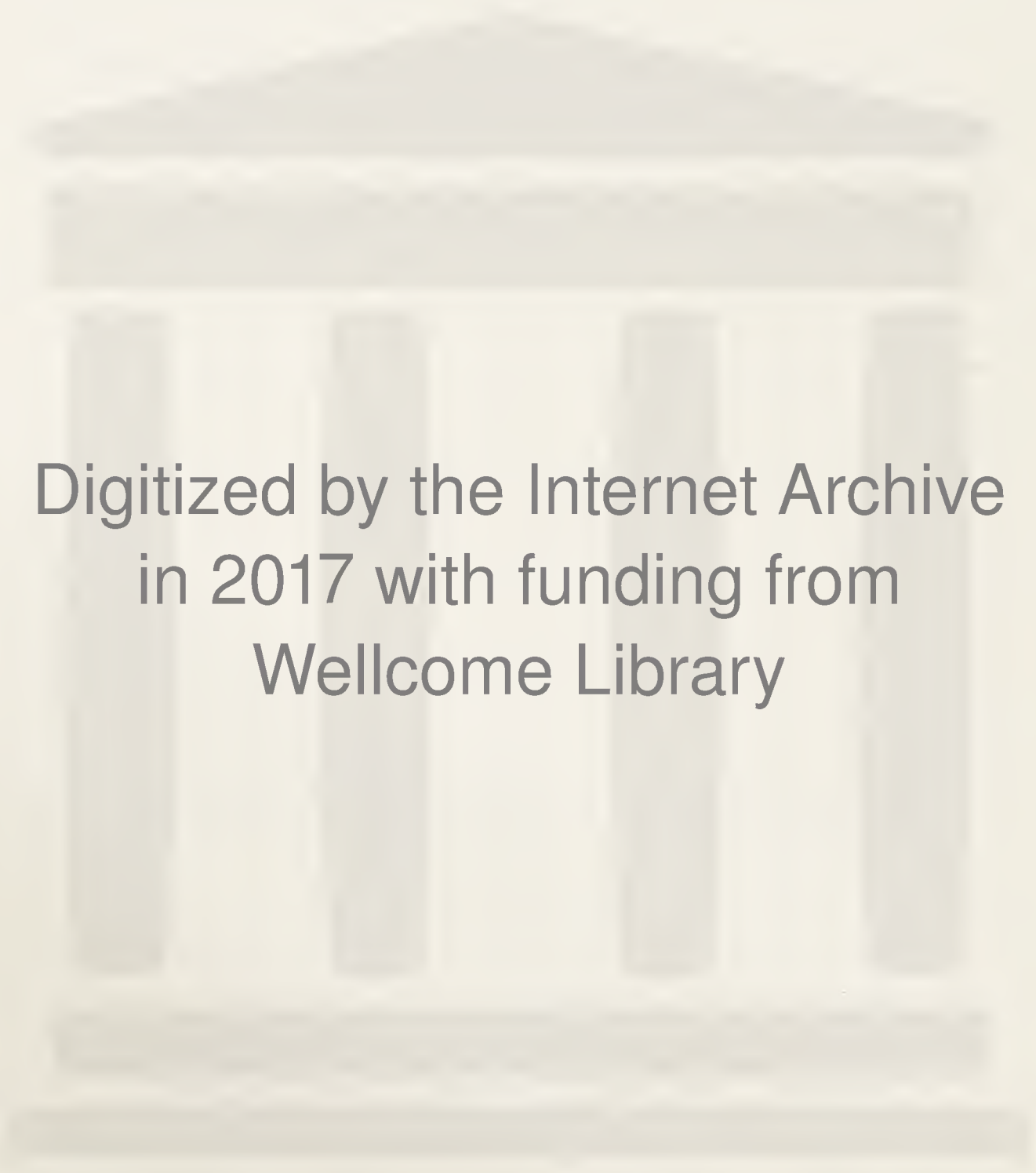
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REPORT

by the

Medical Officer of Health

to the

CHAIRMAN AND MEMBERS OF THE
PORT HEALTH AUTHORITY

I have pleasure in presenting my report on the work of the Port Health Authority for the year 1966, in accordance with regulation 12(4) of the Public Health Officers (Port Health Districts) Regulations, 1959.

The report and statistical information is presented in the form required by the Minister of Health. Where the entry "No change" appears, it is to indicate that there has been no variation in the detailed information given in the annual report for 1965.

The seamen's strike caused a reduction in the number of vessels arriving in the port but the number of inspections carried out in the Latchford-Eastham section of the port has increased considerably. This increase can be mainly attributed to the Authority's decision to increase the inspectorial staff in the area concerned. Without doubt the appointment has been fully justified as it has also enabled the inspector based at Runcorn to give full attention to the increased food imports into Runcorn and Weston Point. Indications are that these imports are likely to increase still further.

Eighteen students taking the diploma examination for public health inspectors were given training in port health work. A considerable number of applications have been received from local authorities for similar facilities to be granted in the coming years. Such training gives the students an insight into the international control administered by port health authorities. A number of D.P.H. students, two sanitary superintendents from Nigeria and a food bacteriologist from Trinidad were also given an outline of the work of the Authority.

The Public Health (Ships) Regulations, 1966, which came into force on the 1st April, 1966, give stronger powers to enforce deratting whenever the number of rats on board a vessel is substantially more than negligible, irrespective of the validity of the International Certificate.

Lists showing the smallpox vaccinal state of crews continued to be readily available and revaccination was carried out as and when required.

In December one of the food inspectors tendered his resignation. Difficulty may be experienced in filling this vacancy.

Dr. B. J. Griffiths, Medical Officer, retired on the 31st October, 1966. His keen interest in port health affairs will be much missed. It is

hoped that he may enjoy a long and happy retirement. Dr. A. Butterworth, who was appointed by the Authority as Medical Officer in September, 1963, succeeded Dr. B. J. Griffiths as Administrative Medical Officer—General, City of Manchester, as from the 1st November, 1966.

The co-operation of the staff of the Manchester Ship Canal Company and officers of H. M. Customs & Excise is gratefully acknowledged as an important factor in the success of port health administration.

In conclusion, I wish to thank the Chairman and Members of the Authority for their sustained interest in the work of the Port Health Authority and to the staff for their efficient help.

I have the honour to be,

Your obedient servant,

CHARLES METCALFE BROWN

Medical Officer of Health.

Port Health Office,
168 Trafford Road,
Salford 5.

MEMBERS OF THE PORT HEALTH AUTHORITY

The membership for the year was as follows:—

Alderman B. S. LANGTON, C.B.E., J.P. (Chairman—from July, 1966)	}	County Borough of Manchester
Alderman Mrs. N. BEER, O.B.E., J.P. (Deputy Chairman until June, 1966)		
Alderman SIR ROBERT THOMAS, J.P.		
Councillor Mrs. S. D. ALEXANDER		
Alderman S. W. DAVIS, B.E.M. (Chairman until June, 1966, Deputy Chairman from July, 1966)	}	County Borough of Salford
Alderman Miss M. C. WHITEHEAD		
Alderman Mrs. E. E. MALLINSON, J.P.		
Councillor Mrs. H. COWIN, J.P. (until September, 1966)		
Councillor Mrs. A. ADAMS (from October, 1966)	{	Borough of Stretford
Councillor E. BOTT		
Alderman Mrs. E. BODDAN		
Councillor J. HUNT		
Councillor W. C. FARRINGTON	{	Borough of Eccles Irlam U.D.C. Urmston U.D.C.
Alderman P. HANLEY		
	{	Lymm U.D.C. Runcorn R.D.C. Runcorn U.D.C. Bucklow R.D.C.
	{	Warrington C.B. Warrington R.D.C.
	{	Borough of Widnes Borough of Bebington Borough of Ellesmere Port

SECTION I: Staff changes

TABLE A

<i>Name of Officer</i>	<i>Nature of Appointment</i>	<i>Date of Appointment</i>	<i>Qualifications</i>	<i>Other Appointments</i>
B. J. Griffiths	Medical Officer	31st May, 1954 Retired 31st October, 1966.	B.Sc., M.R.C.S. L.R.C.P., D.P.H.	Administrative Medical Officer—General, City of Manchester.
A. Butterworth	Medical Officer	30th September, 1963	M.B., B.S., D.P.H., D.I.H.	Deputy Administrative Medical Officer—General, City of Manchester. Appointed Administrative Medical Officer, —General, City of Manchester, 1st November, 1966.

Address and Telephone No. of the Medical Officer of Health: 168 Trafford Road, Salford 5. (TRAfford Park 1714).

Branch Offices:

14 Victoria Road, Runcorn (Runcorn 2919).

The Docks, Ellesmere Port (Ellesmere Port 2961).

SECTION II: Amount of shipping entering the district

TABLE B

Ships from	Number	Tonnage	Number inspected		Number of ships reported as having, or having had during the voyage, infectious disease on board
			By the Medical Officer of Health	By the port health inspectors	
Foreign ports	2,632	6,000,000	15*	2,015	4
Coastwise ..	2,808	2,165,208	—	596	1
Total	5,440	8,165,208	15*	2,611	5

*Visited by boarding medical officers, Liverpool Port Health Authority, in R. Mersey.

“Foreign” excludes ports in the Irish Republic.

SECTION III:
Character of shipping and trade during the year

TABLE C

Passenger Traffic

Number of passengers INWARDS: 228.

Number of passengers OUTWARDS: 494.

Cargo Traffic

Principal IMPORTS:

Petroleum, grain, ores, woodpulp, sand and gravel, timber, paper and newsprint, non-ferrous metals, sulphur, foodstuffs, asbestos, beverages, chemicals, cotton, iron and steel, oils in bulk (other than petroleum), clay and rubber.

Principal EXPORTS:

Petroleum, chemicals, coal and coke, iron and steel, salt, bitumen, vehicles and parts, machinery, foodstuffs and glass.

Total traffic, 1966: 16,724,561 tons

Total traffic, 1965: 15,715,409 tons.

PRINCIPAL PORTS FROM WHICH SHIPS ARRIVE:

Argentina	..	..	..	Bahia Blanca, Buenos Aires and Rosario.
Australia	..	..	..	Fremantle, Melbourne, Port Pirie and Sydney.
Belgium	..	..	..	Antwerp and Ghent.
Brazil	..	..	..	Porto Alegre, Rio de Janeiro and Santos.
Canada	..	..	..	East and West Coast and Great Lakes ports.
Ceylon	..	..	..	Colombo
Colombia	..	..	..	Mamonal and Cartagena.
Cyprus	..	..	..	Famagusta, Limassol and Morphou Bay.
Denmark	..	..	..	Aarhus, Copenhagen, Esbjerg and Frederikshavn.
East Africa	..	..	..	Beira, Lourenco Marques and Mombasa.
Ecuador	..	..	..	La Libertad.
Egypt	..	..	..	Alexandria, Port Said, Port Sudan and Suez.
Eire	..	..	..	Cork, Drogheda, Dublin, Limerick and Wicklow.
Finland	..	..	..	Abo, Helsingfors, Kotka, Kemi, Mantyluoto, Raumo, Hamina, Pateniemi and Turku.
France	..	..	..	Donges, Le Havre, Sete, Paris and Rouen.
Germany	..	..	..	Bremen, Hamburg, Rostock and Brunsbuttel.
Greece	..	..	..	Patras and Piraeus.
Holland	..	..	..	Amsterdam, Rotterdam and Ymuiden.
Iceland	..	..	..	Reykjavik.
India	..	..	..	Bombay, Calcutta, Cochin and Vizagapatam.
Indonesia	..	..	..	Balik Papan and Miri.

Principal ports from which ships arrive—*continued*

Israel	..	..	..	..	Haifa and Tel-Aviv.
Iraq	..	..	..	..	Basra.
Italy..	..	..	..	..	Genoa, Messina, La Spezia, Leghorn and Salerno.
Lebanon	..	..	..	..	Beirut and Tripoli.
Malaya	..	..	..	..	Singapore.
Netherlands West Indies					Aruba and Curacao.
North Africa	..	..	..	..	Algiers, La Goulette, Sfax and Sousse.
Norway	..	..	..	..	Arendal, Bergen, Christiansand, Haugesund, Frederikstad, Larvik, Narvik, Oslo, Skien, Stavanger, Trondheim, Mo-i-rana, Tofte and Halden.
Pakistan	..	..	..	..	Chittagong, Karachi and Chalna.
Persian Gulf	..	..	..	..	Mena al Ahmadi.
Peru..	..	..	..	..	Cabo Blanco, Lobitos and Talara.
Poland	..	..	..	..	Gdansk, Gdynia and Szczecin.
Portugal	..	..	..	..	Leixoes and Lisbon.
Russia	..	..	..	..	Archangel, Leningrad, Igarka, Mesane, Kaliningrad, Klaipeda and Poti.
Sardinia	..	..	..	..	Sarroch
South Africa	..	..	..	..	Capetown, Durban, East London and Port Elizabeth.
Spain	..	..	..	..	Almeria, Bilbao, Pasajes and Sagunto.
Sweden	..	..	..	..	Domsjo, Gefle, Gothenburg, Helsingborg, Lulea, Lake Vener, Norrkoping, Stockholm, Sundsvall and Pitea.
Syria	..	..	..	..	Lattakia.
Trinidad	..	..	..	..	Port of Spain, Point Fortin and Pointe a Pierre.
Turkey	..	..	..	..	Iskenderun, Istanbul and Izmir.
United Kingdom	..	..	..	..	Avonmouth, Belfast, Douglas, Fawley, Glasgow, Larne, Liverpool, London, Londonderry, Lochaline, Par, Penmaenmawr and South Wales ports.
United States of America					Atlantic, Great Lakes and Pacific ports.
Uruguay	..	..	..	..	Montevideo.
Venezuela	..	..	..	..	Amuay Bay, Las Piedras, El Palito, Puerto la Cruz, Punta Cardon, Cabimas and Puerto Miranda.
West Africa	..	..	..	..	Bathurst, Conakry, Dakar, Freetown, Lagos, Lobito, Sapele, Monrovia, Port Harcourt, Tema, Takoradi and Warri.
Yugoslavia	..	..	..	..	Rijeka and Sibenik.

SECTION IV: Inland barge traffic

Numbers and tonnage using the district, and places served by the traffic.

There is a considerable amount of barge traffic between the docks and waterside premises in and about Manchester and to Runcorn, Warrington, Liverpool and Birkenhead. The following canals enable direct communication by water to be maintained between the ship canal and all the inland navigations of the country: Bridgewater, Leeds and Liverpool, Aire and Calder, Macclesfield, Weaver, Trent and Mersey and Shropshire Union.

The amount of traffic passing between the Bridgewater Canal and Manchester Docks during 1966 totalled 177,489 tons. This traffic was carried in boats owned by the Bridgewater department of the Manchester Ship Canal Company and in bye-traders' boats.

Six canal boats were visited, two of which were found to contravene the Canal Boats Regulations, 1878. Five inspections were carried out in the main docks and a further visit was made to a boat at Runcorn. Two complaint notes were issued.

The following defective conditions and contraventions were found:

Registration certificate not produced	..	..	..	1
Stove defective	..	..	..	2
				<hr/>
				3
				<hr/>

No cases of infectious illness were reported and no boats have been detained for cleansing and disinfection.

The Port Health Authority is not a registration authority under the Public Health Act, 1936.

SECTION V: Water supply

(1) *Source of supply for (a) the district and (b) shipping.*

(a) Piped water supplies are provided by the respective water undertakings abutting the ship canal.

(b) Fresh water is obtainable direct from hydrants in Manchester Docks and on the quays, wharves, etc., between Mode Wheel and Barton Locks, Partington Coal Basin, Latchford Locks, Warrington Lay-Bye, Runcorn, Weston Point, Stanlow Lay-Bye, Stanlow Oil Dock, Ellesmere Port, Eastham Locks, and the berths in Queen Elizabeth II Dock, Eastham.

(2) *Report of tests for contamination.*

One hundred and twenty-four samples of water from ships were examined with the following results:

	Satisfactory	Unsatisfactory	Total
Chemical	20	—	20
Bacteriological	79	25	104

Steps were taken immediately on receipt of unsatisfactory reports to ensure that water tanks were cleaned without delay. When the reports came to hand whilst the vessels were still in port appropriate action was taken prior to sailing. Samples from vessels at the Ellesmere Port end of the port were forwarded to the Public Health Laboratory, Chester.

Copies of reports in respect of water samples taken on British ships were forwarded to the Marine Survey Office, Board of Trade, Liverpool.

(3) *Precautions against contamination of hydrants and hosepipes.*

Representations made to the management of Weston Point docks resulted in improvements being carried out to the water supply facilities. Towards the end of the year conditions at the north end of the docks again deteriorated and following discussions it is expected that the old system will be renewed. An additional system using a tank mounted on a lorry chassis was also introduced but after trial was discarded due to towage difficulties.

(4) *Number and sanitary condition of water boats, and powers of control by the authority.*

A barge, "M.S.C. 43", is used on the ship canal for the conveyance of fresh water to dredging craft. The boat is fitted with an after tank which is cement washed twice each year and cleaned regularly. A separate pump and hose are supplied for exclusive use with this tank.

SECTION VI:**Public Health (Ships) Regulations, 1966****(1) *List of infected areas.***

The list comprised of the following ports:—

Dar-es-Salaam and Rangoon.

All ports in: Brazil, Cameroons, China, Colombia, Congo, Ghana, India, Indo-China, Liberia, Nigeria and Pakistan.

(2) *Radio messages.* No change.**(3) *Notifications otherwise than by radio.* No change.****(4) *Mooring stations.* No change.****(5) *Arrangements for:***

(a) Hospital accommodation for infectious diseases.

(b) Surveillance and follow-up of contacts.

(c) Cleansing and disinfection of ships, persons, clothing and other articles.

No change.

Maritime Declarations of Health are supplied to masters of vessels by officers of H.M. Customs and inspectors of the Port Health Authority. One thousand two hundred and seventy-nine declarations were received.

SECTION VII: Smallpox

- (1) *Names of Isolation Hospitals to which cases are sent from the district.*

Ainsworth Smallpox Isolation Hospital, Bury.

Sankey Hospital, near Warrington.

- (2) *Arrangements for transport of such cases to hospital by ambulance, giving the name of the authority responsible for the ambulance and the vaccinal state of the ambulance crews.*

The ambulance services of the Lancashire and Cheshire County Councils, or of the County Boroughs of Liverpool, Manchester and Warrington, would be available. The ambulance authorities require annual re-vaccination of all persons who may handle smallpox patients, suspects or contacts.

- (3) *Names of smallpox consultants available.*

Dr. C. Metcalfe Brown, Medical Officer of Health,
Town Hall, Manchester 2.

Dr. A. G. Ironside, Monsall Hospital, Manchester 10.

Professor Andrew B. Semple, Hatton Garden, Liverpool 3.

Dr. J. Yule, 175 Chester Road, Hazel Grove, Stockport.

- (4) *Facilities for laboratory diagnosis of smallpox.*

Department of Bacteriology, University of Liverpool.

SECTION VIII: Venereal disease.

Leaflets giving information as to the location, days and hours of available facilities at the local seamen's dispensary are distributed by the inspectors when vessels are visited. Information is also given to any seamen enquiring at the port health office.

The undermentioned information has been supplied by the Medical Director, St. Luke's Clinic, Manchester, in respect of seamen attending the clinic and seamen's dispensary:—

	St. Luke's Clinic		Seamen's Dispensary	
	British seamen	Foreign seamen	British seamen	Foreign seamen
Condition:				
Syphilis	—	5	1	3
Gonorrhoea	16	17	4	13
Other conditions	45	45	41	55
Attendances	118	131	94	106

SECTION IX: Cases of notifiable and other infectious diseases on ships

TABLE D

Category	Disease	Number of cases during the year		Number of ships concerned
		Passengers	Crew	
Cases landed from ships from foreign ports	Malaria	—	1	1
	Pneumonia	—	1	1
	Tuberculosis	—	1	1
Cases which have occurred on ships from foreign ports but have been disposed of before arrival	Chickenpox	—	1	1
Cases landed from other ships	—	—	—	—

**SECTION X: Observations on the occurrence
of malaria in ships**

The one case of malaria that occurred on a vessel whilst in the port was removed to Ladywell Hospital.

**SECTION XI: Measures taken against ships
infected with or suspected for plague**

No plague-infected or suspected ships arrived.

SECTION XII: Measures against rodents in ships from foreign ports

(1) *Procedure for inspection of ships for rats.*

Vessels from foreign ports are visited by the inspectors as soon as possible after arrival, priority being given to vessels from infected ports. All such vessels are systematically searched by the rodent operatives. Daily visits are made whilst the vessels are in port, traps being set and baits laid whenever necessary. Enquiries are also made by the inspectors as to whether any dead rats have been disposed of prior to arrival. Details of action necessary to deal with any rodent infestation are given to the master and ship's agent.

(2) *Arrangements for the bacteriological or pathological examination of rodents, with special reference to rodent plague, including the number of rodents sent for examination during the year.*

Nine black rats caught on vessels from foreign ports were forwarded to the Public Health Laboratory, Manchester, for bacteriological examination. A further 8 rats caught on the dock premises by the rodent operative of the Manchester Ship Canal Company were also submitted for examination. No evidence of rodent plague was found.

(3) *Arrangements in the district for deratting ships, the methods used, and, if done by a commercial contractor, the name of the contractor.*

Deratting of vessels prior to the issue of a deratting certificate has been effected by either poisoning or fumigation. The necessary work was carried out by Messrs. Rentokil Laboratories Ltd., Birkenhead, under the supervision of the port health inspectors.

(4) *Progress in the rat-proofing of ships.*

The standard of rat-proofing on new vessels is highly satisfactory. The owners of older vessels have readily complied with any recommendations made for the improvement of rat-proofing.

TABLE E

Rodents destroyed during the year in ships from foreign ports.

Black rats	.. .. .	47
Mice	.. .. .	47
Rats sent for examination	.. .. .	9
Infected with plague	.. .. .	—

RODENT CONTROL

	Foreign	Coastwise
Visits by inspectors	1989	607
Re-visits by inspectors	561	21
Visits by rodent operative (Section A)	441	42
Re-visits by rodent operative (Section A)	705	6
Visits by rodent operative (Section B)	446	199
Re-visits by rodent operative (Section B)	609	43
Rats killed by rodent operative (Section A)	45	—
Rats killed by rodent operative (Section B)	2	—
Mice killed by rodent operative (Section A)	47	—
Mice killed by rodent operative (Section B)	—	—
Mice killed by fumigation (Section A)	—	40

TABLE F

Deratting Certificates and Deratting Exemption Certificates issued during the year for ships from foreign ports

Deratting certificates issued:		Total	Deratting exemp- tion certificates issued	Total certificates issued
After poisoning with warfarin	After fumigation with Sulphur dioxide			
4	1	5	271	276

PREVENTION OF DAMAGE BY PESTS (APPLICATION
TO SHIPPING) ORDER, 1951-56

Rodent Control Certificates issued 2

	<i>Dredgers</i>	<i>Barges</i>	<i>Floating elevators</i>
Visits by inspectors	—	42	5
Visits by rodent operative (Section A)	—	30	—
Visits by rodent operative (Section B)	—	262	71
Rats killed (Section A)	—	26*	—
Rats killed (Section B)	—	—	3
Mice killed (Section A)	—	53†	—
Mice killed (Section B)	—	—	5

* Includes 6 rats picked up after fumigation.
† Includes 48 mice picked up after flooding.

1,642 rats and 645 mice were destroyed by the rodent operative employed by the Manchester Ship Canal Company, compared with 1,290 rats and 160 mice destroyed in the previous year. The number of pigeons destroyed increased from 1,511 in 1965 to 2,392 in 1966.

On the Manchester Ship Canal Company property at Ellesmere Port, 114 campaigns using arsenic, zinc phosphate, “cymag” gas and warfarin were carried out. An estimated kill of 407 rats was recorded in respect of those campaigns carried out involving the use of arsenic and zinc phosphide. A further 74 rats and 23 mice were estimated to have been accounted for on property of the company at Runcorn by the local authority rodent operative.

The continued co-operation of the Ellesmere Port and Runcorn authorities in effectively controlling any rodent infestation on property abutting the canal, is much appreciated.

SECTION XIII: Inspection of ships for nuisances

TABLE G

Inspections and Notices

Category of nuisance	Number of inspections		Notices served			Result of serving notices
	British	Foreign	Statutory notices	Other notices		
Verminous conditions	81	137	—	Written	Verbal	18 notices complied with and 5 partly complied with whilst vessels in port
Accommodation and fittings in dirty and defective condition	17	7	—	British		
Heating, lighting and ventilation defective	4	4	—	6	135	
Washplaces and fittings dirty and defective	2	1	—			
Drainage defective	7	6	—	Foreign		
Sanitary accommodation and fittings dirty and defective	5	10	—	17	175	
Food storage, preparation spaces and fittings dirty and defective	50	51	—			
Accumulation of refuse on deck	26	10	—			
Water system defective	5	5	—			
Insulation defective	5	2	—			
W.C. fouling quay	9	13	—			
	211	246	—	23	310	

VESSELS INSPECTED BY THE PORT HEALTH INSPECTORS

		1966	1965
Vessels entering the port	{foreign	2,632	2,688
	{coastwise	2,808	3,463
	total.....	5,440	6,151
Number inspected		2,611	2,070
Percentage inspected	{foreign and coastwise	48%	33·65%
Number reported defective		333	320
Number on which defects remedied		246	193

The work of the port health inspectors at different parts of the port is indicated by the following statement of the number of vessels inspected and the number found with defects:—

Section A (Manchester—Latchford):	<i>Inspected</i>	<i>Defective</i>
Manchester, Salford and Stretford ..	936	140
Mode Wheel Oil Wharf	6	—
Weaste	20	9
Brown and Polson's Wharf	26	11
Irwell Park Wharf and Eccles	55	18
Barton.. .. .	25	5
Irlam	38	14
Partington	15	3
	<u>1,121</u>	<u>200</u>

Section B (Latchford—Eastham):	<i>Inspected</i>	<i>Defective</i>
Acton Grange	2	—
Warrington	8	—
Wigg Works	1	—
Weston Mersey Lock	1	—
Runcorn	339	23
Weston Point	317	30
Ince	77	4
Stanlow Oil Dock and Lay-Bye	237	11
Associated Octel Wharf	9	2
Ellesmere Port	233	34
Bowater's Wharf, Ellesmere Port ..	80	5
Eastham Locks and Lay-Bye	2	—
Queen Elizabeth II Dock, Eastham ..	167	24
Widnes	16	—
Northwich	1	—
	<u>1,490</u>	<u>133</u>
Gross Totals	<u>2,611</u>	<u>333</u>

2 Nationalities of the vessels inspected and the number found with defects:—

								<i>Inspected</i>	<i>Defective</i>
British	..	..	..	..	..	..	..	766	141
American	..	..	..	..	..	..	..	27	6
Belgian	..	..	..	..	..	..	..	17	—
Danish	..	..	..	..	..	..	..	145	8
Dutch ..	..	..	..	..	..	..	..	551	29
Egyptian	..	..	..	..	..	..	..	5	4
Eireann	..	..	..	..	..	..	..	25	7
Faroese	..	..	..	..	..	..	..	2	—
Finnish	..	..	..	..	..	..	..	84	2
French	..	..	..	..	..	..	..	15	3
German	..	..	..	..	..	..	..	357	18
Greek ..	..	..	..	..	..	..	..	50	22
Icelandic	..	..	..	..	..	..	..	4	—
Indian	..	..	..	..	..	..	..	1	—
Israeli ..	..	..	..	..	..	..	..	1	—
Italian	..	..	..	..	..	..	..	7	3
Lebanese	..	..	..	..	..	..	..	5	4
Liberian	..	..	..	..	..	..	..	89	39
Norwegian ..	..	..	..	..	..	..	..	251	30
Panamanian	..	..	..	..	..	..	..	14	3
Polish ..	..	..	..	..	..	..	..	50	1
Roumanian	..	..	..	..	..	..	..	4	2
Russian	..	..	..	..	..	..	..	52	3
South African	..	..	..	..	..	..	..	1	—
Spanish	..	..	..	..	..	..	..	11	7
Swedish	..	..	..	..	..	..	..	76	1
Turkish	..	..	..	..	..	..	..	1	—
								<hr/>	<hr/>
							Totals	2,611	333

The number of inspections made of British and foreign vessels and the number found with defects were:—

	<i>Inspected</i>	<i>Defective</i>
British steamships and motor vessels ..	766	141
Foreign steamships and motor vessels..	1,845	192
Re-visits	522	
	<hr/>	
Gross total—visits and re-visits	3,133	

**SECTION XIV: Public Health (Shell-fish) Regulations,
1934 and 1948**

No change.

**SECTION XV: Medical inspection of aliens and
Commonwealth immigrants**

A medical officer serving Manchester Airport or one serving the Port of Liverpool, whichever was the more convenient in the particular case, would be available to examine an alien or Commonwealth immigrant if required.

Under the Aliens Order, 1953, a certificate was issued in respect of a chief cook on a Dutch vessel who was admitted to Winwick Hospital suffering from acute anxiety state and depression.

SECTION XVI: Miscellaneous

Arrangements for the burial on shore of persons who have died on board ship from infectious disease.

No change.

DANGEROUS DRUGS REGULATIONS, 1953

One certificate was issued under these regulations to the master of a foreign vessel.

CLEAN AIR ACT, 1956

DARK SMOKE (PERMITTED PERIODS) (VESSELS) REGULATIONS, 1958

The attention of masters of vessels arriving in the port was directed to the requirements of the Dark Smoke Regulations; leaflets giving details of the permitted periods allowed were distributed for the attention of all personnel concerned. Owners and masters were invariably most anxious to co-operate in doing all possible to prevent smoke emission.

Twenty-five visits and observations were made in the Manchester-Latchford section of the canal, whilst a further 47 visits were made and observations taken between Latchford and Eastham, including the Queen Elizabeth II Dock. Forty-four verbal notices were given, 15 in respect of smoke from British vessels and 29 from foreign ships.

Three written notices were issued in respect of offences by two foreign vessels. Court action was pending at the end of the year in respect of two written notices served on the Master of a Greek tanker which was lying in the Queen Elizabeth II Dock, Eastham.

OBSERVATIONS OF THE PORT HEALTH INSPECTORS

Manchester—Warrington section.

All vessels arriving from foreign ports are visited. Enquiries are made as to the health of the crew and of any illness that occurred during the voyage or after arrival in port.

Ships arriving within 28 days of leaving an infected port where smallpox, cholera, plague and other quarantinable diseases are endemic are boarded by a port medical officer in the River Mersey who satisfies himself as to the presence or absence of any infectious disease. On docking the vessels are again boarded and health certificates examined and any irregularities found are dealt with.

The smallpox vaccination certificates are examined of all persons arriving from ports in Africa, Asia and South America. Revaccination is required where the certificate is invalid or cannot be produced. Action is also taken to secure the immunization of crews against cholera, typhoid and yellow fever. The facilities available for the treatment of venereal disease are brought to the notice of the crews of all vessels visiting the port.

The weekly epidemiological record issued by the World Health Organization giving notifications under, and information on, the International Sanitary Regulations is examined with particular reference to infections in ports commonly trading through the port of Manchester.

Only two cases of infectious disease were notified; one case of malaria and a case of pneumonia were removed to hospital. Where required, disinfection of cabins and bedding is arranged through the Salford Health Department.

A British coaster arrived from Belfast where a boiler room donkeyman on the ship had been found to be a typhoid fever carrier and had been isolated in hospital. Faecal samples were obtained from most of the 13 members of the crew. These samples, together with samples of the drinking water were submitted to the Public Health Laboratory. Negative results were obtained. The vessel sailed to Portishead where the case was followed up by the Medical Officer of Health of Bristol Port Health Authority. Further tests including the 3 faecal samples which were not obtained previously, proved negative. The medical officers of health of the home areas of the crew members were informed of the action taken.

The 3rd Officer of a British merchant vessel trading to the Mediterranean who was on leave from London developed paratyphoid B fever and was admitted to Monsall Hospital, Manchester. Liaison was maintained with the London Port Health Authority and appropriate follow up action taken with contacts in this area.

The drinking water supply on a Greek "liberty" ship was inadvertently contaminated with ship canal water. Subsequently five members of the crew suffered from diarrhoea. Samples of the water showed coliform bacilli in excess of 180 and 160 bact. coli (type I) per 100 ml. Cleaning and chlorination of the tanks was carried out and the crew of 25 were inoculated with T.A.B. vaccine. No further sickness occurred.

All ships arriving from foreign ports are searched by the rodent operative for the presence of rats or mice. Particular attention is given to vessels from ports that are known or suspected to be infected with plague. Specimens of rats killed in ships or in the dock area are regularly submitted to the Public Health Laboratory for bacteriological examination. These are first dipped in paraffin and placed in polythene bags to remove the risk of rat fleas being brought to the laboratory. No pathogenic organisms were detected.

The past few years has seen a steady diminution of rats on ships. This is partly attributable to the control exercised by all port health authorities under the International Sanitary Regulations, which require deratting of ships every six months. Another factor responsible for this desirable result is the better rat-proofing of new ships. The deratting of ships was carried out by trapping, poisoning or by fumigation. There were only minor infestations dealt with. A ship was fumigated by burning sulphur at the rate of 3 lbs per 1,000 cu.ft. for a period of 6 hours; 40 mice were killed. Good results were obtained in the control of both rats and mice by the use of alphachloratose. This poison causes narcosis and a rapid and fatal reduction of the body temperature in rodents.

Barges which are used for inland transportation of foodstuffs and other cargo were also searched for the presence of rodents. Fifty-three mice were killed on a barge; 48 of these after flooding. Twenty-six rats were killed on another barge. Six of these were recovered after fumigation with HCN at the rate of 2 ozs. per 1,000 cu.ft. for minimum period of 2 hours. These isolated instances are not indicative of the degree of rodent infestation on barges.

These satisfactory conditions can only be maintained by vigilance and strict application of rodenticidal measures.

Routine enquiries are made concerning the source of the drinking water supply and the date of cleaning the storage tanks of all vessels visited. Samples are collected periodically and submitted for both chemical analysis and bacteriological examination. Thirty-four samples were submitted for bacteriological examination and 20 for chemical analysis. Seven of the samples examined bacteriologically were found to be unsatisfactory. In these cases chlorination and cleaning of the tanks was found to be a satisfactory remedy.

Continuing co-operation was maintained with other port health authorities and with the Board of Trade in connection with the supervision of drinking water in ships.

The provisions of the Dark Smoke (Permitted Period) (Vessels) Regulations, 1958, made under the Clean Air Act, 1956, have been strictly enforced. All vessels arriving at the port receive a copy of the regulations and officers are reminded of their responsibility to comply. Infringements are dealt with promptly by boarding and interviewing the Captain and Chief Engineer. Twenty-five such visits were made to deal with unsatisfactory emissions of smoke and abatement resulted. These infringements are also reported to the shipowner who is requested to submit a report on the occurrence. Smoke emission can result from a variety of causes and only searching enquiry on the spot can determine

whether statutory action should follow. It was not necessary to take legal action in any of these cases. Shipowners and their officers have been co-operative and this has helped to minimise nuisances.

The improvement noted over the past few years in the number of ships infested with vermin has continued. This is attributable to the better methods available for treatment and to the construction of new ships. Many shipowners have contracts for pest control to be routinely carried out and this practice has proved beneficial. Where no contracts exist treatment is generally carried out by the crew. There has been no difficulty in having infestations dealt with.

The collection of ship refuse is the separate responsibility of ship owners. The absence of an organized method of disposal results in accumulation of refuse on deck. In summer this can be a source of nuisance and also an attraction for vermin and flies. Collection and disposal is carried out by private contractors or through the Manchester Ship Canal Company. There is scope for improvement.

Five canal boats were inspected and 2 defects noted. Both were remedied after the service of written notices. The changing pattern of transport over the past few years has seen a decline in the number of these canal boats.

The new ships that are increasingly taking over from the old and outmoded vessels provide excellent accommodation and facilities for officers and crews. The use of new and modern materials in construction provide easily cleaned surfaces. Some of the older pre-war vessels provide substandard accommodation. Fortunately the rising costs of running and maintaining these ships results in ever growing numbers going to the shipbreaker's yard.

J. Forbes

A. M. Dickson

Runcorn, Weston Point, Warrington and Widnes district.

This section of the port is now covered by one inspector working full time and the following report covers activities for the first complete year of the new arrangement. Duties were varied and included the main functions of ship inspection, food examination, smoke and rodent control.

Ship inspection

The annual return from H.M. Customs records that 847 vessels arrived in Runcorn from foreign ports whilst a further 497 arrived coastwise. The total of 1,344 shows a decrease of 75 over the previous year. There were 685 vessels inspected, of which 63 were found defective, mainly because of cockroach infestation, defects due to wear and tear, and unhygienic conditions.

Smoke control.

There is no problem concerning vessels lying alongside in the various docks. The majority have diesel propulsion and any smoke producing equipment is confined to plant used for central heating and cooking. Occasionally steam driven vessels were encountered but did not offend.

The contraventions noticed were from vessels working in or traversing the ship canal. Eight observations of five such vessels were taken, of which four observations recorded smoke in contravention of the regulations. One contravention concerned an oil tanker alongside Old Quay, Runcorn, the emission, due to carelessness, was immediately stopped on representation to the Master. The second contravention was caused by a coal fired canal boat and a warning letter was sent to the owners. The remaining two offences involved a coal-fired dredger working in the ship canal and correspondence with the owners resulted in boiler modifications and the use of better quality coal.

Three complaints were received from residents in the Stockton Heath area and were taken up with the owners. During visits to Warrington watch was kept for possible offenders traversing the canal, but apart from warning the master of a sand-hopper at Latchford locks results were negative.

Local coal-fired vessels, the main offenders, are decreasing in numbers and it is anticipated that the time is not far distant when this problem will disappear.

Rodent control.

The incidence of ship-borne rodents was almost negligible, only one vessel being encountered with slight mice infestation, which was remedied. Evidence of old infestations was found on four vessels. Fifty-four vessels requiring new certificates were searched; 52 international deratting exemption certificates and 2 rodent control certificates were issued. One certificate was granted to a vessel at Northwich. Liaison was established with the public health department, Runcorn, regarding rodents on dock premises.

Smallpox certificates.

Checks were made of certificates pertaining to the crews of 30 vessels from African ports. On 21 vessels a number of certificates were not produced or had expired. Vaccination or revaccination was carried out when time allowed or alternatively letters were sent to owners requesting compliance with the regulations.

Water sampling.

Two samples of drinking water were submitted for bacteriological examination, with satisfactory results. One sample concerned a ship and the other was taken from "M.S.C. 43", a water barge used for supplying dredging craft.

Food inspection.

Import of foodstuffs into Runcorn and Weston Point docks increased in quantity and variety. Canned food headed the list, consisting mainly of tomato products, fish, milk, meat and fruit. Other main products were lard, chocolate crumbs and butter, whilst smaller consignments included barrels of salted mackerel, packaged cereals, casks of vegetables and cherries, and nuts.

Tomato puree imports from European countries continued and 35 shipments arrived totalling 636,698 cartons, an increase of almost 64 per cent. over 1965. Condemnation of 5,965 \times 5 kilo tins was principally due to damaged, crushed and burst conditions, the number of blown tins being small. In addition, 580 tins of tomato puree were seized because of fire sustained on Weston Point dock. The damage in some shipments was extensive with seizures amounting to hundreds of tins. The Authority's deep concern was conveyed to the importers and future cargoes showed improvement. Six samples were submitted to the Public Analyst for excess mould and copper content and were reported satisfactory, except for two samples from France which exceeded the accepted limit for mould content. The importers were informed and consultation took place with their representatives regarding future shipments.

Considerable quantities of canned fish from Norway were landed and found to be generally in good condition. Nine samples for bacteriological examination were taken and proved satisfactory.

Lard shipments increased to 196,849 cases and cartons, 6,280 drums and 1,485 tons in bulk. One shipment of bulk lard from West Germany arrived without official certificates and was allowed to proceed on receipt of a written guarantee to produce the necessary documents. The certificates were duly received, accompanied by an affidavit from the government veterinary inspector concerned. Considerable time was spent in examination and checking official certificates relative to 11 shipments of Polish lard. Each shipment comprised of consignments from several different establishments stowed without order in the ships' holds. As discharge was direct to road transport, almost constant attendance on the ships and dock was necessary. One consignment of 1,200 \times 25 kilo cases bore a non-approved establishment number on the attached official certificates and was detained. The consignment was subsequently released for purposes other than human consumption.

A consignment of 250 cartons of Hungarian canned ox tongues arrived without official certificates and was exported.

Preliminary examination of 2,017 cartons of Italian canned tomatoes at Weston Point revealed extensive staining of cartons and blowing of tins. A 100 per cent. examination of 58,168 tins was carried out and resulted in 6 per cent, i.e. 3,467 tins, being seized and destroyed. Samples of apparently good tins sent in for bacteriological and copper content examination were found satisfactory.

In all fifty-six seizures of foodstuffs were made, including two at Ellesmere Port.

The Food Hygiene (Docks, Carriers, etc.) Regulations, 1960, were kept in mind and dock officials frequently reminded of them. Representations were made regarding the cleanliness of sheds and open wharf surfaces where foodstuffs were stored or handled.

Systematic and regular cleansing of the docks is most desirable where "dirty" cargoes contribute largely to the general trade. Up to now it has not been possible to convince managements of the value of this arrangement, and cleansing has only been carried out on receipt of our representation or when time, opportunity and dock labour have been available.

G. E. Stanley

Eastham—Ince section.

The number of vessels arriving in this district was 830 foreign and 1,232 coastwise, of which 805 vessels were inspected. Eighty vessels were found with defects which were mainly of cockroach infestation and dirty and unhygienic conditions in crew accommodation, provision storerooms and galleys.

The work of the rodent operative was supervised ; foreign-going and coastwise vessels, barges and grain elevators were examined for evidence of rodents. Traps were set whenever possible; two rats were caught on ships, three rats and five mice on a grain elevator. The evidence of rats found on ships continued at a satisfactory low level. The district was without the services of a rodent operative for nearly three months.

Sixty-eight samples of drinking water were taken on ships and submitted for bacteriological examination. Eighteen of these samples were found unsatisfactory; follow-up samples were taken whenever possible but if this was not possible a letter was sent to the owners of the vessel requesting chlorination and tank cleaning. Storage of water fittings at one dock system was found to be unsatisfactory and the attention of the management was drawn to this. All fittings were then renewed and chlorinated; doors to hose boxes on the quay were repaired and new locks fitted.

Information was received from a general practitioner that six members of the crew of a German tanker, which had berthed at the Queen Elizabeth II Dock, Eastham, were suffering from vomiting and diarrhoea. The Master stated that all members of the crew, with the exception of the cook, had been ill for the previous 2 or 3 days. A sample of drinking water was taken but no contaminants were detected on examination. Seven faeces specimens were submitted to the Public Health Laboratory, including one from the cook, and these also proved negative. The persons affected were not hospitalized, remaining on board under observation. A revisit was made to the vessel the following day when the Master stated that all his crew had recovered and he was preparing to sail. The vessel had discharged carbon tetrachloride.

Small quantities of grain have been discharged at Ellesmere Port into barges for Manchester.

Smoke abatement.

Observations under the Clean Air Act, 1956, and Dark Smoke (Permitted Periods) (Vessels) Regulations, 1958, were carried out and appropriate action taken against offenders. Smoke notices were placed on board vessels and the valuable co-operation received in this respect from the police department of the Manchester Ship Canal Company at Eastham, Ellesmere Port and Stanlow is acknowledged.

Twenty-one vessels were observed to contravene the regulations on 29 occasions. Six of the vessels were British and 15 were foreign owned. The offences were committed at the following docks—Queen Elizabeth II Dock (14), Eastham Locks (2), Ellesmere Port (2), Stanlow (8), Ince (1) and Bowater's Wharf (1), also one vessel passing Ellesmere Port. Whenever possible offending vessels were kept under observation following the initial offence.

A Norwegian tanker was observed at the Queen Elizabeth II Dock to emit black smoke; four observations were taken. A written notice was served on the Master and a letter sent to the owners.

On the 26th November, 1966, a Greek tanker was observed at the Queen Elizabeth II Dock to contravene the Dark Smoke (Permitted Periods) (Vessels) Regulations. Written notices and summonses were served on the Master in respect of two offences. Legal proceedings are pending.

All vessels contravening the regulations were boarded and verbal notice given to the Master and Chief Engineer; in most cases the smoke emission was quickly abated. The main causes were due to overloading of boilers, neglect and lack of co-operation between the deck and engine room.

Smallpox vaccination certificates.

A careful check was kept on the validity of smallpox vaccination certificates as prescribed under the Public Health (Ships) Regulations, 1966. All vessels arriving from African, Asian, or South American ports are required to submit a vaccination list; this arrangement was found to be satisfactory.

H. O. Parry.

FOOD INSPECTION

Results of Inspection

Details of food imports which were seized as unsound.

<i>Articles</i>	<i>Tons</i>	<i>cwts.</i>	<i>qrs.</i>	<i>lbs.</i>
Grain, cereals, etc.				
Flour	4	13	0	4
Maize	400	5	3	11
Rice	1	5	0	23
Rye		3	0	21
Soya beans	3	10	2	6
Starch	1	8	1	26
Wheat	24	13	3	9
Wheat germ	21	16	1	23
Fruit and nuts				
Canned fruit		12	2	9 $\frac{1}{4}$
Canned fruit juice	32	0	0	0
Canned fruit pie filling			3	11
Lemons			3	7
Preserved cherries.....		2	1	7 $\frac{1}{2}$
Fish				
Canned fish		2	3	2
Vegetables				
Canned vegetables		1	1	18 $\frac{1}{2}$
Beans	21	16	0	5
Onions	1	13	0	0
Peas	39	14	2	27
Dairy produce				
Cheese.....		5	3	20
Edible oils and fats				
Lard	4	16	1	1 $\frac{3}{4}$
Premier jus		15	0	0
Meat and poultry				
Canned meat		5	1	16 $\frac{1}{2}$
Canned poultry.....				7 $\frac{1}{4}$
Canned sausage				22
Sweets, confectionery, etc.				
Biscuits		19	1	0
Milk crystals				10 $\frac{3}{4}$
Honey			2	16
Jam		1	1	4
Toffees		13	2	18

	<i>Tons</i>	<i>cwts.</i>	<i>qrs.</i>	<i>lbs.</i>
Miscellaneous				
Cocoa beans	13	9	1	19
Drinking chocolate			3	0
Tea	10	5	3	26
Peeled tomatoes (canned)	1	9	0	20
Tomato puree (canned)	34	10	0	26 $\frac{1}{4}$
Peppers in brine		1	1	17 $\frac{1}{2}$
	621	15	3	15 $\frac{1}{4}$

Food voluntarily surrendered

Canned goods			11
Ship's stores	4	2	3
	4	2	14

LABORATORY EXAMINATIONS

Number of samples examined by:

(a) Public Analyst	35
(b) Bacteriologist	37

The following samples, submitted for chemical analysis, were found to be unsatisfactory—

Canadian canned fruit pie filling (5 samples)—
contained preservative—labels required modification.

Spanish and Greek grape concentrate—
iron content abnormally high; released to consignees subject
to examination and control of local authority.

Canadian bottled pickles—
non-permitted colouring matter identified.

Canadian mixed nuts—
ingredients not clearly marked on tins.

Rice—
tainted with pyridine—diminished when rice exposed to the air.

The undermentioned among samples submitted to the Public Health Laboratory, Manchester, for bacteriological examination were unsatisfactory.

Cingalese tea (3 samples)

W.African cocoa beans (3 samples)

these samples were found to have been subjected to faecal
pollution.

OBSERVATIONS OF THE FOOD INSPECTORS

The large number of officially approved establishments, the continual addition and subtraction of numbers from the official lists, the constant checking and cross checking of files of approved numbers makes the inspection and clearance of official certificates a time-consuming operation. Several instances of irregularities concerning official certificates occurred. These were chiefly due to absence of the required establishment number during the transitional period of change of certificate, and in one apparently uncertificated consignment the official certificates were found to be inside the cases. It was necessary to require the exportation of one consignment on which the establishment numbers had been crudely altered from a non-recognised to a recognised factory.

A consignment of 102 chests of tea had, on external examination, tide marks varying from nil to several inches deep on the chests. These goods had been transhipped at London from one to another of a company's vessels. There was no evidence that the damage had occurred on the coastal journey to Manchester. There was no reported damage to the chests when transhipped in London but an examination of the stowage on the original vessel revealed suspicious possibilities. Samples were drawn and submitted to the Public Health Laboratory and the specimens were found to be heavily contaminated by *Escherichia coli*. Forty-one chests were seized as unsound.

Several hundred bags of rice were landed and a taint was detected on some of the bags. Investigations carried out on board the vessel showed that drums of pyridine stowed in the deep tanks, below the rice, were leaking and had resulted in the tainting of the bags of rice. Samples were submitted to the Public Analyst. After aeration in the shed the taint gradually disappeared and further sampling revealed no evidence of pyridine on the rice. The goods were eventually released.

Two consignments of wheat germ were landed and found to be grossly contaminated by silicon carbide and titanium dioxide respectively. The consignments were seized and eventually disposed for cattle food.

One hundred and sixty bags of pea beans were found to be contaminated by gilsonite. These were released under guarantee for washing in rotary washers.

Two consignments of premier jus suffered contamination with titanium dioxide and aluminium oxide, resulting in part rejection for human consumption and disposal for industrial purposes.

Reference has previously been made to the necessity for foodstuffs to be stowed in such a manner as to prevent contamination both during transportation and discharge.

It would appear that insufficient care is taken in the stowage of foodstuffs and much greater effort is needed by all concerned to see that foodstuffs are stowed well away from, or adequately protected from, cargo which could contaminate or render foodstuffs unfit for human consumption.

A number of cartons of French lard damaged by rodents were landed. The port health authority's ship inspector reported no evidence of rodents on the vessel. As several previous consignments had been landed in this condition it was presumed that the damage was taking place

in France. The importers were requested to take up the matter urgently with their French suppliers; and there has been no further cause for complaint.

A fire in a hold, and the consequent fire and water damage, led to 100 per cent. examination of 200 cartons of toffees, biscuits and drinking chocolate. Twenty-one cartons were eventually seized and destroyed.

A consignment of yams, 6 tons 12 cwts., landed from West Africa was found on examination to be wasty. A detailed examination led to the seizure and destruction of the whole consignment.

The considerable quantity of peas seized as unsound consisted of sweepings, peas contaminated with acid and edible pea sweepings mixed with sweepings of chemically treated seed peas. Apart from the latter category, which were destroyed, the remainder were released for both reconditioning and animal feeding purposes.

An export consignment of grape concentrate was returned from Canada. The lining of the drums had become detached and the product had an unpleasant odour. A sample submitted for analysis revealed an abnormally high iron content. Subsequently the consignment was released to the consignor for treatment under the supervision of the local authority.

One hundred and sixty-two bags of cocoa beans, plus a quantity of loose beans, were seized as unsound and destroyed, bacteriological examination having revealed a marked degree of faecal contamination.

Information was received from the Ministry of Agriculture, Fisheries and Food, concerning the arrival of an unsatisfactory consignment of canned ox tongues from a particular establishment. Samples of several consignments from the same establishment were subsequently submitted for bacteriological examination and found to be satisfactory.

Bags of beans were found to be covered with dust from a shipment of bagged animal feedstuff. On bacteriological examination of the dust no *Salmonella* or typhoid organisms were isolated.

Part of a shipment of premier jus which had been water damaged and exhibited cardboard taint from the wet cartons was released to undergo a refining process.

A narcotizing exercise for the destruction of feral pigeons frequenting the grain elevator area, was carried out by officers of the Ministry of Agriculture, Fisheries and Food (Infestation Division). It was reported that 256 birds were accounted for.

The changing methods of transporting goods and the increasing utilization of pallets and containers has already resulted in the establishment of one container depot and three additional warehouses, geared to cope with and receive cargoes in containers and on pallets.

W. H. Jennings

T. Borrows

